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Newsletter 90 • June – July 2010

Cambridge CYCLING Campaign

Cambridge Cycling Campaign

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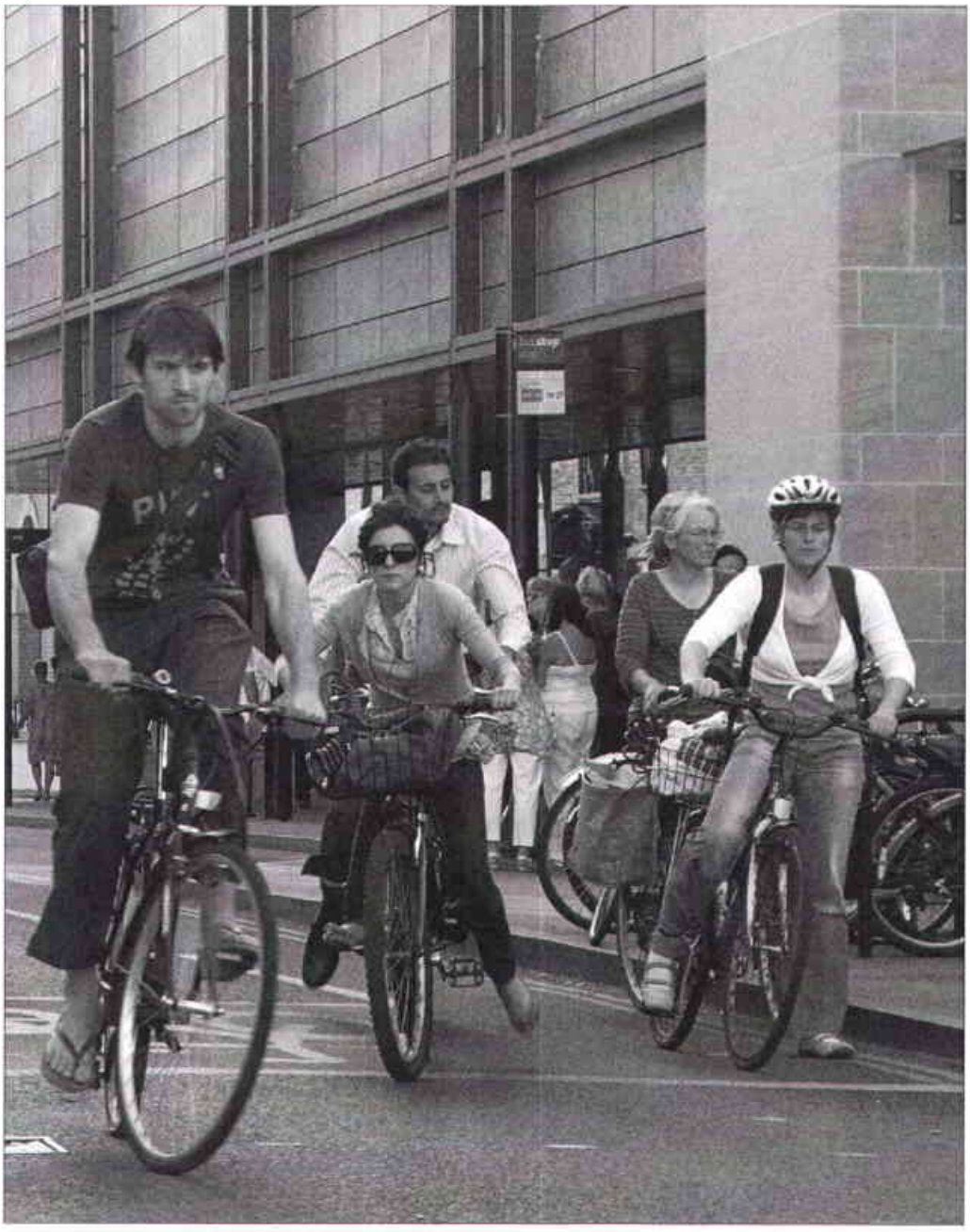

Cambridgeshire County Council explores compulsory helmets and hi-viz for staff

As far as their 'Road Safety' section is concerned, if you're not wearing a helmet and hi-viz, you are invisible (see p. 4)

Cambridge CYCLING Campaign

If you like what you see in this newsletter, add your voice to those of our 1,100 members by joining the Campaign.

Membership costs are low:

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Please get in touch if you want to hear more.

Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club, but an organisation for lobbying and campaigning for the rights of cyclists, and for promoting cycling in and around Cambridge.

Our meetings, open to all, are on the first Tuesday of each month, 7.30 for 8.00pm at the Friends' Meeting House, Jesus Lane, Cambridge.

Elected Officers 2009-2010

Co-ordinator – Martin Lucas-Smith

Liaison Officer – Jim Chisholm

Membership Secretary – David Earl

Newsletter Editor – Monica Frisch

Treasurer – Chris Dorling

Events Officer – Simon Nuttall

Recruitment Officer – John Cooter

Press and Publicity Officer – Sally Guyer

Secretary – *position vacant*

Officers without portfolio – Vanessa Kelly, Phil Lee, Paul Robison and James Woodburn *(and two vacancies)*

Contacting the Campaign

Cambridge Cycling Campaign
PO Box 204
Cambridge CB4 3FN

Telephone: (01223) 690718
Fax: (07092) 376664

Internet: www.camcycle.org.uk

E-mail: contact@camcycle.org.uk

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Co-ordinator's comment

Councillors actively support discrimination against cycle parking

A group of us sat through an extremely depressing Transport Area Joint Committee meeting in April at which Councillors were debating provision of new cycle parking. Cycle parking is in extremely short supply all around the city, but particularly in residential areas. As a result, cycle theft is above 10% of recorded crime across the whole County, an incredibly high figure.

Much of the discussion focussed on whether to provide cycle parking for public use outside a private establishment that was short of parking. In the end, they decided not to, to our frustration. At no point in the discussion did any Councillor point out the (to us) obvious point that provision of car parking outside private establishments is totally commonplace all around the city.

> This discrimination against cycle parking in favour of car parking has got to stop

There was also discussion about cycle stands spoiling the street environment in a conservation area. But the fact that there are cars parked end-to-end was not even mentioned!

Another set of cycle parking was blocked on the basis that it would result in people looking through a resident's front window. But this is equally ridiculous: someone in a parked car do exactly the same.

This discrimination against cycle parking in favour of car parking has got to stop. The Councillors on this Committee cannot call themselves cycle-friendly if they cannot agree to basic provision of cycle parking.

Helmet issues again

The County's attempt to introduce their own legislation on helmet wearing, rather than following the national situation set out in the Highway Code, is utterly deplorable. Their latest moves, outlined by Simon Nuttall on page 4, drive a stake through efforts to promote cycling. The County's usual insistence that every photograph of a cyclist in their publicity has to show her or him wearing a helmet is already actively undermining efforts to make cycling appear the normal and generally safe activity it is.

The Cycling Campaign has no formal policy on helmet choice issues, though one is being drawn up. But it was clear at the monthly meeting that the consensus within the Campaign is very strongly against compulsion and that people should make up their own minds, reading the evidence both for and against if they have doubts.

The County needs to get out of its bunker and discover that, in the real world, many people choose not to wear helmets, and many others choose to do so. It must stop discriminating against those who – quite legally – choose not to do so.

Thank you, Clare!

Lastly, I would like to take this opportunity to thank our outgoing Treasurer, Clare Macrae, for the very many years of hard work she has given the Campaign. She has left our new Treasurer with a hard act to follow, and left the accounts in a very sound state in readiness for charitable status.

Martin Lucas-Smith, Co-ordinator

The Campaign goes Web 2.0

The Campaign now has an official Twitter account and a Facebook page. Of course, these will supplement, rather than replace, existing communications to members and to the public.

Twitter – you can now follow our activities at www.twitter.com/camcycle - please add us to your follow list!

Facebook – just search for Cambridge Cycling Campaign and 'Like' us.

We'll also shortly be launching a blog on the main Campaign website.

We hope that these newer forms of communication will help spread our message ever more widely.

What the election candidates said

Cambridge parliamentary candidates

Our April monthly meeting was replaced with a Question Time -style election debate, on the day the general election was called. It's a good thing we got in early, as the candidates went on to do an exhausting 35 hustings!

Daniel Zeichner for Labour, Tony Juniper for the Green Party, Julian Huppert for the Liberal Democrats and Nick Hillman for the Conservatives all spoke (*left to right in photo, with David Earl chairing in the middle*), providing food for thought for a very full room of members. After the candidates had introduced themselves and given a summary of their views on cycling, an hour of questions from members followed. A whole range of issues was covered, from 20 mph zones, to policing issues, bus/cycle conflict and much more.

We'd like to thank all the candidates for their time.

Interestingly, almost the only thing that didn't get covered much was the helmet issue! This is one area where Cambridge's outgoing MP, David Howarth, helped us out during the Highway Code debate a few years ago. This is a good time to thank David Howarth for his work on behalf of cyclists. As you will know, Julian Huppert was elected as Cambridge's new MP. Julian, a long-standing member of the Campaign, was the Chair of the Transport Area Joint Committee, and will be known to many cycle campaigners in Cambridge.

Local elections

Once again, we ran our survey of all the election candidates. We asked a series of questions – half local, and half city-wide, to candidates in all 14 City Council wards and three of the South Cambridgeshire District Council wards near Cambridge. Of the 87 candidates, some 40 responded, almost half. We'd like to thank all who responded for their time.

Questions, as usual, were put forward by members of Campaign. There were three main city-wide issues which all candidates were asked this time – whether they:

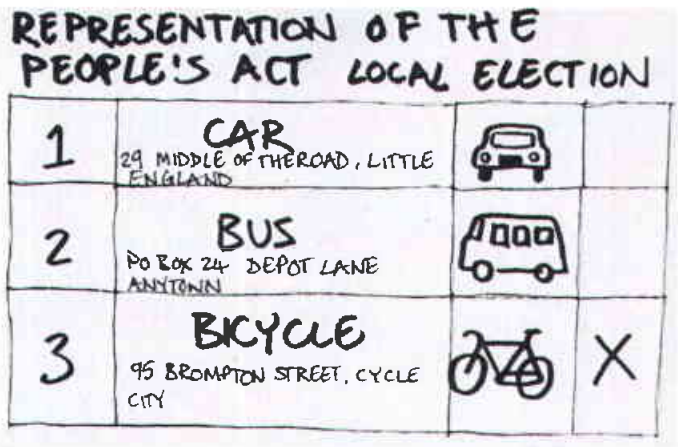
- supported having a small proportion of on-street car parking replaced by on-street cycle parking
- agreed that traffic policing (including fining of cyclists without lights or using pedestrian-only pavements) should become a greater police priority
- agreed that 20 mph should be the norm for local streets in residential areas (as distinct from main connecting roads).

There were many positive responses on these issues, and these are things which the Campaign needs to work with Councillors to achieve in the coming months and years ahead.

Ward-specific issues about which we asked candidates included the question of lifting the part-time cycling ban in Fitzroy/ Burleigh Streets (on which there was some support), removing the obstructive parking on East Road (which several candidates thought was worthy of consideration), support for the Chisholm Trail (our headline proposal for a cycleway alongside the railway, linking the Science Park to Addenbrooke's), the Gilbert Road cycle lane issue, and more.

You can read their responses at www.camcycle.org.uk/elections (or members can contact us for a printed copy of the response from any ward(s)).

Martin Lucas-Smith



Cambridgeshire County Council explores compulsory wearing of helmets and hi-viz by staff

Over the years the Newsletter has reported on Cambridgeshire County Council's policy of insisting that cyclists in promotional material should be shown wearing helmets. That discriminatory policy now seems to be turning into an insistence that all their staff must wear helmets and high visibility clothing (hi-viz) while using a bicycle on County business.

As far as Road Safety is concerned there is only one cyclist in this image.

Obsession

The insistence on helmeted-only cyclists in promotional material has come from the County's Road Safety section, which seems totally focussed on helmets and hi-viz. If a great photo of some cyclists enjoying a ride is put forward to promote cycling, they count the number of heads and the number of helmets and, if they don't match, the photo is usually rejected.

In 2007 I reported on videos made by a campaign member that showed how he was regularly being cut-up by motor-traffic (see *Newsletter 73*). Rather than challenge the dangerous driving in the ensuing BBC Radio Cambridgeshire interview, the County's Road Safety officer told the cyclist (who was already wearing a helmet and hi-viz) to 'wear safety equipment'.

This obsessional policy had led to a blindness to the real dangers that road cyclists face day-to-day. Cyclists wearing ordinary clothes are not doing anything illegal or inappropriate, so being told to 'wear safety equipment' undermines their liberty. Rather than protecting them it undermines them by implying it's their fault if anything goes wrong.

Compulsion

Following the video story in 2007, the Campaign had a long and difficult meeting with Road Safety officers. Unfortunately their stance didn't change, and in fact we've seen it harden with the emphasis on promotion that the Cycle Cambridge project has brought to the city and surrounding area.

We've heard about squabbles that Cycle Cambridge have had with Road Safety on this matter, and that some relaxed images that were initially approved have subsequently been swapped for universally helmeted images.

The County Council has now gone a step further and Road Safety bosses have instructed the Adult Cycle Trainers (myself included) that we must now wear helmets and hi-viz while riding a bicycle on County business. As the Newsletter goes to press, those staff are still awaiting written confirmation of this instruction.

Way out

The answer is to provide good quality cycle training. The Road Safety team has a good record of delivering cycle training across the county. For many years this has included on-road training for school-age children. The introduction of Bikeability has built on that by making the cycle training more professional.

By not using any images of cyclists this piece of advertising ducks the 'helmet' issue and is less effective.

Neither Bikeability, nor National Standards Cycle Training, requires instructors to wear helmets or hi-viz. There are both pros and cons to wearing those items and these are discussed as part of the course delivery. It is then left to the trainee to decide what to wear. If those decisions are to be respected, then it follows that the choice should also apply to the instructors.

Good cycle training trumps narrow messages about clothing. I've praised the Road Safety section in the past where they've sought to improve knowledge about cycling, such as with the *Do it by Cycle* DVD. But I must condemn a policy which undermines the quality of the cycle training and my liberty to ride on the road perfectly legally.

Stakes raised

Who should decide what is legal on UK roads – Parliament or the County Council? It looks like the Campaign will have a lot more work to do with Road Safety to steer them away from a policy which, if formally adopted, will be a disaster. By regular cycling we're more likely to extend our lives than shorten them, and so Cambridgeshire should be proud of its cyclists – whatever they're wearing.

Simon Nuttall

If you want to get involved, join the newly-established list by subscribing at: www.camcycle.org.uk/lists/liberty/subscriptions.html

More Cyclehoops

More Cyclehoops are appearing around Cambridge. They provide some security for cycle parking where there would not otherwise be room to install racks.

We feel these are a laudable and welcome attempt to provide improved security for bikes in restricted areas.

However, our policy is that these should not be installed in areas where there is space for proper cycle parking, including reallocation of car parking space. We are disappointed to see that these are starting to appear in places where Sheffield stands, which enable better locking and give proper priority to cyclists' needs, could be installed.

In some cases, Sheffield stands could and should be installed at the expense of half a car parking space, rather than having valuable pedestrian space taken up by bikes locked to a Cyclehoop.

For more examples of where a Cyclehoop is installed, have a look at the gallery at www.cyclestreets.net/photomap/tags/cyclehoop/

We will oppose Cyclehoop locations where space for Sheffield stands is available or could be reallocated from car parking, but welcome other locations where space really is restricted and where they can be installed without detriment to pedestrians.

Martin Lucas-Smith

Simon wonders why a Cyclehoop has been used when there is space for a proper rack nearby.

Cambridge Cycle Challenge

The Cambridge Cycle Challenge is a free, workplace-based event taking place between Monday 7 and Sunday 27 June 2010. It's being run by CTC and funded by Cycle Cambridge.

The Challenge is simple. Businesses across the Cambridge area are invited to compete to see who can get the most staff riding a bike for at least ten minutes over the three weeks in June. Participants log their cycling trips online. There are spot prizes for individuals (e.g., a Trek 7.5 FX hybrid bike worth £625) and team prizes for those companies that get the most people cycling (e.g., a masseuse for the day). One of the chief aims of the Challenge is for experienced cyclists to encourage rusty or novice cyclists to give cycling a go. Free cinema tickets are up for grabs.

The aim is to change people's perception of cycling, to make it as fun and positive as possible, with the hope that they will cycle more in the future.

It's not just about cycling to work – participants can cycle anywhere and at any time during the Challenge period and still log their journeys.

As an added incentive, Cambridge businesses will also be competing against Oxford businesses, whose own Cycle Challenge will be running at the same time. The two cities will battle it out to see who can recruit the largest number of new cyclists over the Challenge period.

Once a company or organisation registers online – at www.cambridgecyclechallenge.org.uk – individuals can start logging their journeys. A registration pack containing posters, flyers and cycling gear can be dropped off at the company. And then the prizes are awarded.

Companies are being encouraged to register early so the Challenge can get a bit of momentum going – Oxford won't be beaten any other way!

Vanessa Kelly

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A thousand bicycles a day at Cambridge Station

On a cold Thursday in March a band of volunteers from the Campaign worked long hours counting both bikes being parked and those being taken through the barriers at Cambridge Station.

We undertook this survey, with the kind permission of National Express, to highlight both the current problems of cycle parking and those problems likely to occur if the access to the new island platform is not, as seems possible, designed to appropriate standards.

The headline figures for that day are:

- 1,200 cycles through the barriers
- 1,000 cycles parked.

Other interesting facts were:

- 30% of bikes through the barriers were Bromptons or similar folders.

Before midday:

- 340 bikes exited the station (83 folders)
- 221 bikes entered the station (92 folders)
- 130 bikes were removed from parking spaces for onward trips, probably into Cambridge.

This shows the significant numbers of bikes used for inward commuting to Cambridge, either bringing a bike for the whole trip or collecting a bike left in the cycle racks overnight. Obviously, large numbers use folding bikes to avoid peak hour restrictions on the carriage of non-folding bikes.

Could this survey be improved next time we do it?

Yes. Although counting bikes through the barriers was relatively simple, it was difficult to count the bikes being parked and removed. This was especially so in the dark evening, and more so for bikes being removed following arrival of peak-time trains, when hundreds of pedestrians swept from the station in all directions, with some collecting bikes from any of several bike parking areas. A probable measure of our failure is that we counted 932 bikes being parked yet only 751 being removed. Even the 'parked' figure must be a low estimate as we couldn't attempt to cover one smaller area of cycle parking or a number of 'fly' parking locations . Hence my headline figure of 1,000 bikes parked.

A number of volunteers suggested ways to improve the accuracy of cycle parking counts, but this means next time we'll need even more volunteers!

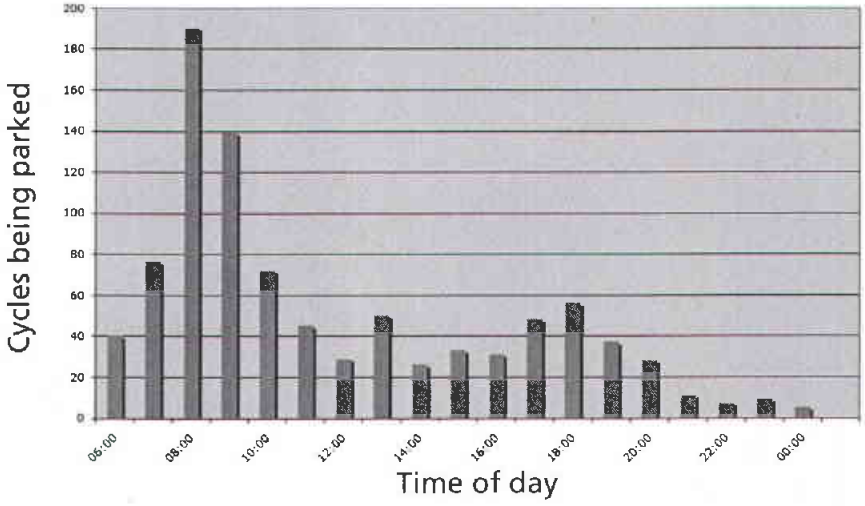
We understand that work is ongoing between several parties to provide short-term improvements to the number of racks as well as further culls of abandoned cycles.

Will disaster strike at Cambridge Station?

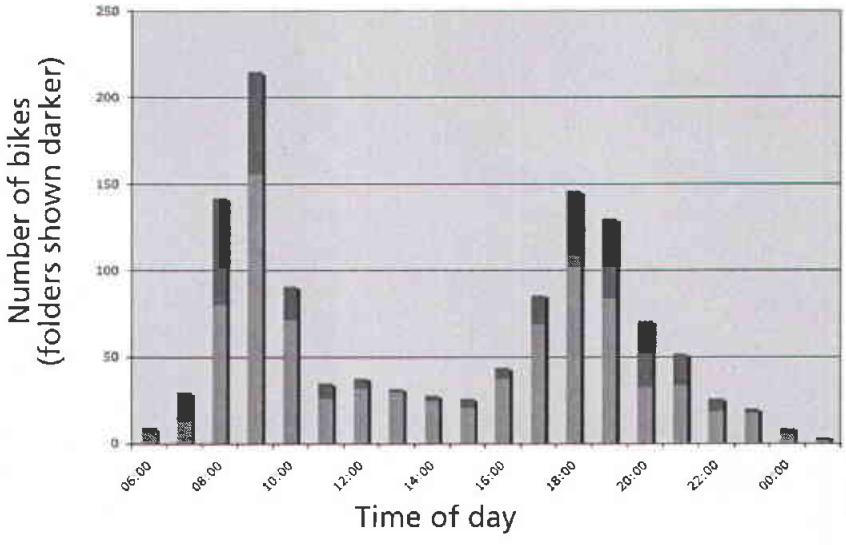
Cambridge Station is due to have an island platform (see *Newsletter 89*) open as early as December 2011. Although initially few trains may use it, when Chesterton station opens and when larger numbers of London-bound trains become 12 cars, it can be expected that at least a third of trips will involve the use of a new over-bridge.

In a report to County Council Cabinet (April 27) a council officer has said:

> It is the understanding of Cambridgeshire County Council and Cambridge City Council that the design of the Island Platform at Cambridge proposes use of 'off the shelf' designs for the bridge and lifts. It is similarly understood that these standard designs have very limited capacity for cycles. This is inappropriate, as there will be a demand for many hundreds of cycles a day to use the stairs, lifts and bridge.
>
> While the Island Platform is supported and the urgency of its delivery is appreciated, this should not result in the wrong platform access solution being delivered. Network Rail should



Cycles being parked around the station (both in racks and informally)



Number of cycles passing in and out of Cambridge station during the day's sample

be required to address this issue as a matter of urgency. Any influence that can be brought to avoid the inevitable congestion and resulting complaints from station users that will occur if the Island Platform is implemented with inadequate cycle access should be used. The Cambridgeshire authorities request that this point is drawn to the attention of franchise bidders.

Linked to this point is the available land to the east of the railway at Cambridge station that was secured in a planning agreement. This land was secured in order to facilitate the provision of a future bridge which could further improve accessibility of the station. Ideally, such a bridge should be provided with the island platform. If this is not possible, the design of the platform and its access should be compatible with its future delivery.

In reply, Network Rail have told the media:

> The proposed footbridge connecting the new island platform at Cambridge station will use a modular design, of the kind used at dozens of stations across the country, and will include lifts serving all platforms, which can accommodate up to 16 people at a time.
>
> Between the lifts and the new footbridge, passengers at Cambridge station including those with bikes, pushchairs or heavy luggage, will be well catered for.

I have been told that the internal dimensions of the lift will be 1.6 m x 1.6 m. The capacity of a lift is drastically reduced when even a single cycle has to be placed diagonally. In addition it has been suggested that the width of the stairs will be 2.0 m between handrails.

Cambridge is one of the 40 busiest stations in the UK, and has, at eight million footfalls (entries, exits and interchanges) per annum, five times the passenger flows of any of the 'modular' stations, existing or proposed, that I've discovered.

In addition, such stations tend to have the clear tidal flow of small commuter ones, making passenger flows far more simple. Together with the single entrance, and 1,200 bike movements, this would make a testing case for those with stochastic models of passenger flow in station environments. (Several do exist and have been used before major changes at other stations.) Has Network Rail taken such a step or will it, with passengers and cyclists, stumble in the future?

Jim Chisholm

Ride to Reach Fair 2010

In spite of a cold wet weekend, and rain and hailstorms on the day, the turnout for our annual ride to Reach was almost the same as last year. We counted 261 riders leaving our start point on Midsummer Common, and 358 rode past our count at Quy. Taking into account the weather I am happy with these figures, though I do long for the day when we can beat 500.

The riders assembled from 9 am and the last group left at 10.30 am. This proved a great opportunity to talk to many of our members and the many other cyclists we'd not seen before. We met new people who supported our campaign and wanted to know more, and cyclists who'd yet to venture outside the city's limits. For many of them the Ride to Reach and back would be the longest ride they'd ever done.

This year our marshals all had very big and bright flags attached to bamboo canes on their bikes. These were very popular and added a lot of colour and fun to the event. But during the ride we found many of the flags snagged on hedgerows jumped out of their mountings and snapped the poles!

Last year we had good cycle parking in a yard at Reach, but this time we discovered very late on that was not available to us. Instead we were given a field that had one long fence that provided the only place to lean bikes. It did not provide very satisfactory security. Unfortunately, it looks as though we'll be stuck with this from now on and so we must make that clearer to participants in future years.

There was a constant, strong headwind against us all the way to Ely. Those who went back by train missed being blasted all the way home by the strong, constant tailwind.

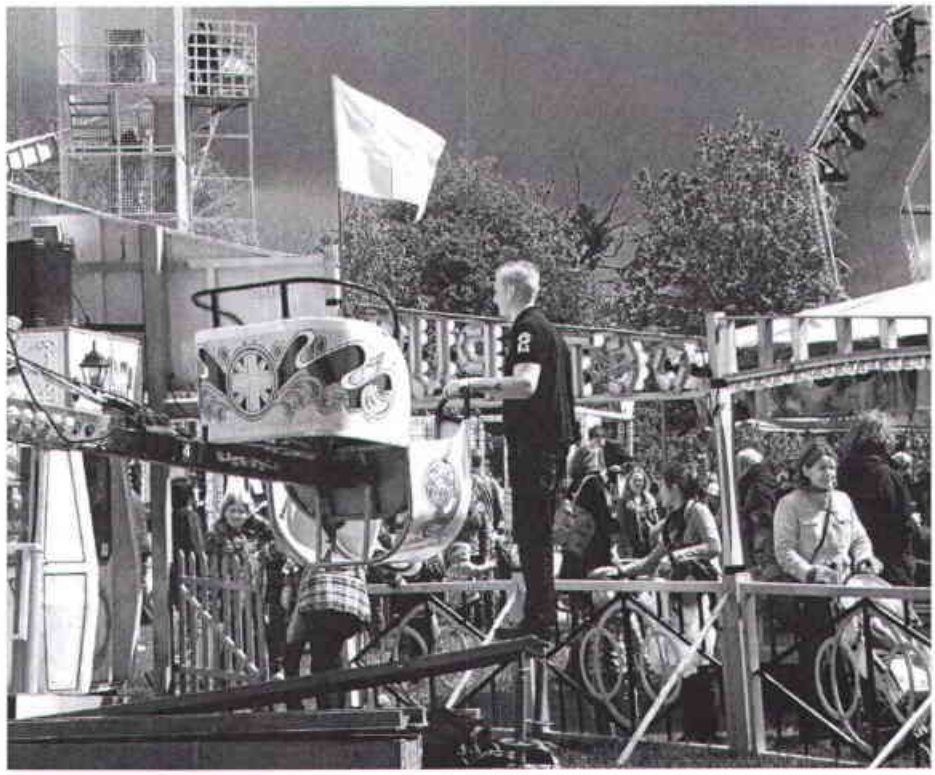
Dongmei and Leo on their first trip out of Cambridge (top left); between Burwell and Wicken (bottom left) and at setting off to Wicken and Ely (bottom right).

About ten of us made the survivors' photo outside the Fort St. George just after 8 pm.

I should like to thank the very many people and groups who helped make this event so successful and enjoyable: our volunteer marshals, Cycle Cambridge for helping with organisation and promotion, Team Green Britain Bike Week for third-party liability cover, Outspoken Delivery for providing backup support for our riders (they repaired at least four punctures), committee members for providing software tools and design work, our Reach Fair contacts and everyone for coming along and taking part.

Simon Nuttall

Despite having to pay for our brief use of Midsummer Common, people gathering for the ride were displaced by a refuse truck!



All the fun of the fair.

Photos: page 8 top left, page 9 top right and bottom left © 2010, Ann Galpin; others by Simon Nuttall and Bev Nicolson.

The really strong wind made the most of the many colourful flags, if making them a bit unmanageable at times.

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CycleStreets update

CycleStreets is the UK-wide cycle journey planner website, created and run by two members of the Campaign, Simon Nuttall and Martin Lucas-Smith. It originated as a smaller system on the Campaign's website. It offers A to B journey planning anywhere in the UK (but especially Cambridge!). There is also a 'Photomap' which enables anyone to add photos of cycling-related problems or good practice – a key campaigning tool which the Campaign makes heavy use of. It is truly a system created for cyclists, by cyclists.

We've just celebrated our first birthday, so we thought an update was in order.

Cycle journey planner

The UK-wide cycle journey planner (covering England, Wales, Scotland and Northern Ireland), enables you to plan a cycle route from A to B. Route planning is one of a number of things which help people to start cycling. Select a start and end point, in each case either by clicking on the map or searching by name or postcode.

The journey planner will return three choices:

- a fastest route (generally suitable for more confident cyclists),
- a quietest route (generally avoiding busier roads), and
- a balanced route giving the best of both (generally suitable for an average cyclist).

The journey planner will do its best to avoid hills where possible. The route listing includes photos that have been submitted to the Photomap (see below) to help illustrate the journey.

We aim to provide the leading cycle route planner in the UK. As cyclists ourselves we are familiar with the real needs of cyclists undertaking their daily journeys.

Almost 150,000 journeys have now been planned around the UK, and usage is increasing.

Photomap

The Photomap is the second half of the system. It is basically a map with cycling/transport-related photographs added and pinpointed to a specific location on the map. The Photomap is intended for cycle campaigning purposes, to enable people to highlight problems (e.g. a lack of cycle parking or a poor-quality cycle lane), or to give examples of good practice that others can point to.

The Campaign strongly encourages members to add photos! To do so, first create a free sign-in account (top right) and then use the 'add a photo' link in the Photomap area. Once a photo has been added, you will be asked to pinpoint it on the map, as well as adding a category (e.g. 'cycle parking', 'road environment', etc.) and whether the photo shows something good or bad. You can also import photos from Flickr.

The Photomap enables CycleStreets to have automatic listings such as 'show me all the cycle parking problems in Cambridge'. which are useful for campaigning. You can also group photos together in a gallery, and add keyword 'tags' to each photo so that they get automatically grouped.

Over 20,000 photos have now been added, and more are being added daily. Give it a go!

Homepages for 1,500+ places

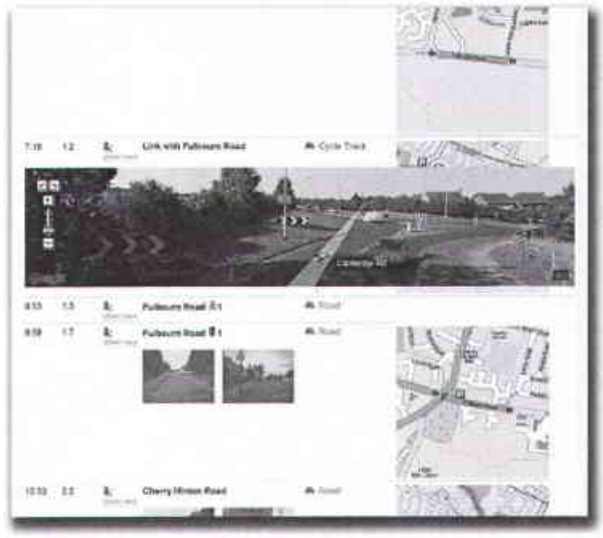
As well as the UK-wide version of CycleStreets at www.cyclestreets.net, local versions of CycleStreets have been set up for towns, cities, metropolitan districts and boroughs all around the country. The Cambridge-specific version is at cambridge.cyclestreets.net .

These versions of the site focus the map on that area, and limit the photos in the Photomap to within a 5-20 km radius. (Route-planning is not restricted to the area concerned, however.) The local versions are otherwise the same as the UK-wide version.

Where do we get the map?

We use open data! CycleStreets uses map data from surveys conducted by volunteers, who add their data to OpenStreetMap. This is like a 'Wikipedia of maps'. In Cambridge, many of the details were added by our very own David Earl. The information here is really top-notch – very comprehensive, consistent and accurate.

Anyone can contribute by adding map data to OpenStreetMap, at a variety of levels. Most easily, you can go to the OpenStreetMap website and (after registering, free) click to add points of interest (e.g. a bike shop). At a more advanced level, if you have a GPS device, you can record road and cycle route data from your riding and, on return home, upload these to OpenStreetMap, adding information that you have collected such as road name and type.



CycleStreets route with all new StreetView

You can also contribute by fixing any errors you spot in the data (e.g. a one-way street marked the wrong way – there shouldn't be any in Cambridge though!), and we have a group of volunteers who handle route problems and correct map data where necessary.

People sometimes ask why we don't use Google Maps. The reason is simple: Google Maps only provides a picture of an area and not raw data. Without raw street data (i.e. lists of all streets/paths/locations in the UK), routing is not possible. Although Google provides a route-planning interface, it is not specialised for cycling.

The other main map provider in the UK is the Ordnance Survey. However, we are unable to use their data because (1) we do not have the funds to pay for a licence fee; (2) their data lack key cycle route information, though this is gradually changing; (3) unacceptable licensing conditions are attached; and (4) cyclists cannot contribute.

What features have we added recently?

One of the most-requested features around the country was dealing with hills. Because the system was originally written for Cambridge, which (arguably) has precisely one hill, hills were never a priority. But in

other areas of the country, hills make quite a big difference! The routing now tries to avoid hills where possible, and a hilliness profile of each journey is now shown.

There's now full postcode searching and an upgraded name search facility. The search accepts all kinds of place searches, such as streets, locations, business names, town/city names, and postcodes. This upgrade was funded earlier this year by Cambridge Sustainable City, and CycleStreets is grateful for their support.

You can now add videos as well as photos. There have been some great videos from the Netherlands added, for instance.

Another great improvement recently has been the addition of Google StreetView excerpts. When you plan a journey, you can click on a 'Street View' link and see what the street is like in that area. This supplements the existing 'Photos-en-route'.

Check out our blog, at:
www.cyclestreets.net/blog
for the latest news!

How can I help?

There are lots of ways people can help, and we'd love to have more volunteers.

For full details, have a look at www.cyclestreets.net/getinvolved .

- Test routes in the Journey Planner and give us feedback. Ideally we want it to produce the route that you would take, so try out a known route, and let us know of any errors - however small.
- Add photos to the Photomap.
- Donate / fundraise – see below.
- Contribute map data to OpenStreetMap: particularly from areas outside Cambridgeshire (since the county is mostly complete now).
- Become a feedback reviewer: We are keen to hear from people who can act as a feedback reviewer in their area, as we receive lots of useful feedback now.
- Coding: join the coding team. The journey planner is written using Open Source technologies such as MySQL, object-orientated PHP and a whole range of other technologies. Do get in touch if you would like more information about joining our coding team. We had a successful Developer Day recently, and are keen to have others joining in.
- Spread the word! Do you have a website that could link to us, or a work Intranet that could encourage people to cycle?

We're also currently developing an iPhone app, and other mobile platforms will follow, if we can find funding.

Funding

We desperately need funding to pay for hosting and ongoing development costs, so donations are welcome. We also need a fundraiser!

So far we've received funding from:

- Cycling Scotland: To develop a version of the site for Edinburgh, which Cycling Scotland are now promoting as a Scotland-wide system
- Cambridge City Council - Cambridge Sustainable City
- Co-op Community Fund
- The Rees Jeffreys Road Fund, for our new mobile phone version!
- Individual donations.

Martin Lucas-Smith
www.cyclestreets.net

Book review: Zinn and the Art of Mountain Bike Maintenance

Lennard Zinn (2005)

For a while now I've been looking for a bike book that would guide me through how to repair my bike. Many of the books I came across were mostly focussed on the types of bike you could buy, what sort of cycling people do and less on maintenance, which I found frustrating. However, I recently found Zinn and the Art of Mountain Bike Maintenance at the library and feel moved to rave about it here as I have subsequently bought a copy.

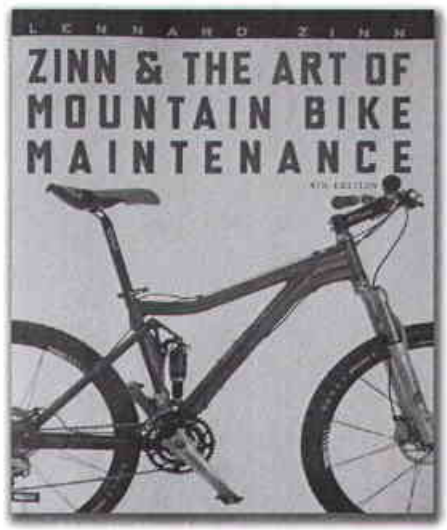
The first thing you notice is how chunky the book is. It's not a volume to read cover to cover but to refer to as problems arise. When they do (it's always when) Lennard Zinn carefully explains the whole process in detail, not simply with a step-by-step set of instructions. I usually find that faced with those, something will go wrong and I'll get stuck. Zinn anticipates these problems and suggests ways of tackling the issue before continuing with his explanation. Symbols are given next to most types of repair to indicate how hard these might be. I doubt I'll tackle any of those labelled with three spanners (the hardest!) but it will certainly give me more confidence the next time I go into a bike shop. If you did want to tackle these then he explains what tools you need in the opening few pages, though it would be best to be sure what you're doing beforehand.

Dotted among the pages are black and white line drawings rather than photos. As Zinn wanted readers to understand how various parts fitted together, many of the drawings are 'exploded diagrams' showing different types of brakes, bottom brackets or suspension forks. He has sage advice on saddles too.

Whatever your ambitions with bike repair, I'd recommend this book as a helpful and witty guide to doing it properly.

His book is available at Amazon for £12.89 with free p+p and there are other titles in the same series if you don't have a mountain bike.

Bev Nicolson



Cycle Cambridge schemes in South Cambs

Cycle Cambridge is endeavouring to provide better routes between villages on the edge of Cambridge. As reported in *Newsletter 88*, consultation on these has taken place. Here we provide an update on progress, or lack of it.

Issues relating to land ownership are delaying a number of schemes, but starts have been made or are due to be made shortly on some routes.

Babraham Road Park & Ride to Wandlebury [A]. Although not a commuter route and not as wide as we would have wished, a start has now been made on this section of cycleway on the north side of the busy A1307. It has been frustrating that these green spaces were so inaccessible except by car. Hopefully, many city residents will soon be able to cycle with children to these areas in comparative safety.

Fen Ditton to Horningsea [B]. Work has started on this route comprising shared-use cycleways crossing the road more than once.

Histon and Impington [C]. Some work due to start shortly on the main road through the villages, including reductions in speed limits.

For others, problems continue:

Histon to Cottenham [D] still has issues over land acquisition for this wide off-road cycleway, and no start date is in prospect.

Milton to Impington [E] is complicated by planning issues and hence has no timescale.

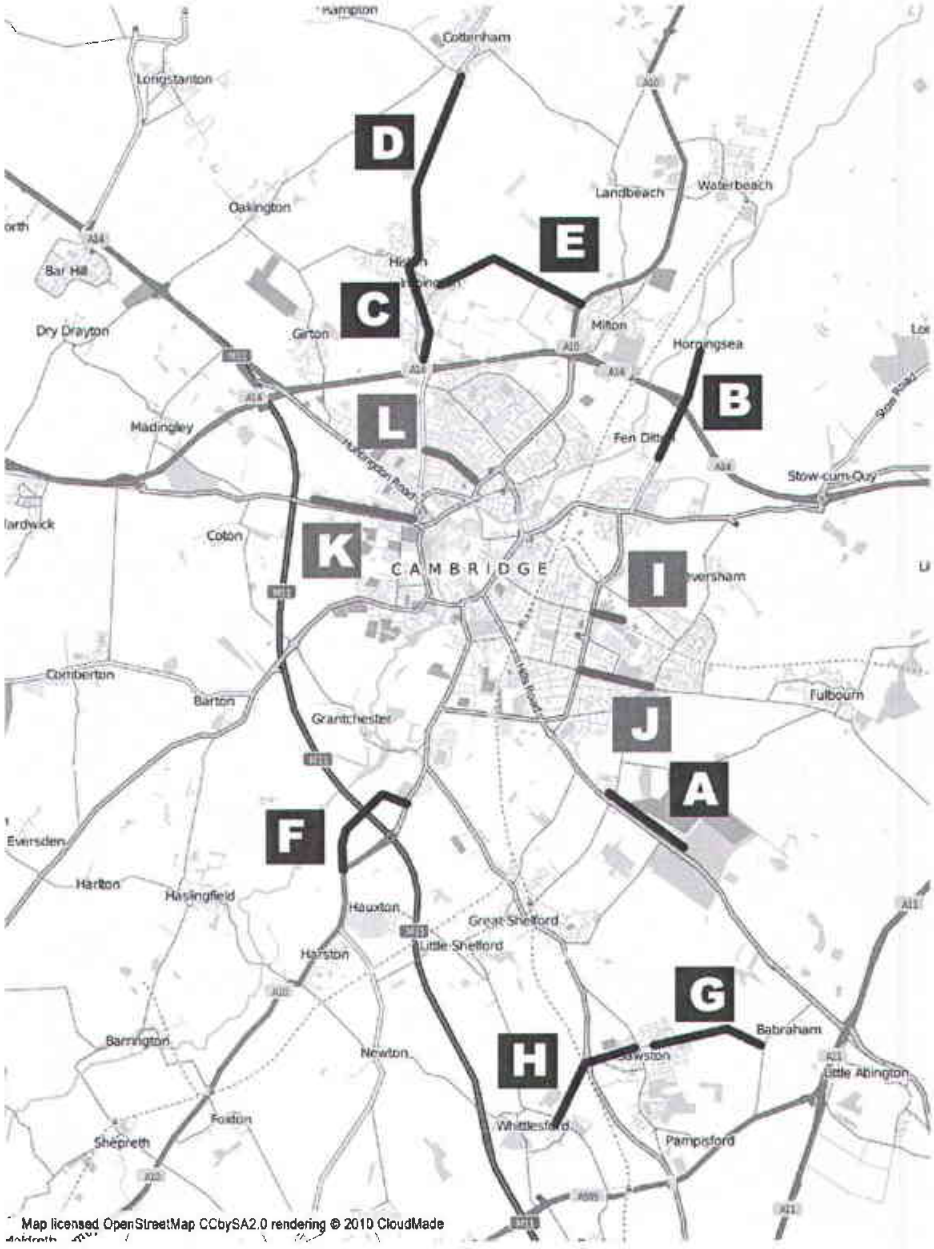
Harston to Trumpington [F]: this will bypass the A10/M11 junction using the next motorway bridge to the north and then integrating with the Trumpington Meadows housing development. This is the one I find extremely frustrating, as the only work required is a few hundred metres across a green field. I can see no reason why the developer could not have agreed to this section well in advance of any full planning permission or section 106 agreement (where developers pay for infrastructure). A committee member walked this section with a land agent about two years ago; If it had been built then it would have given a good route for cyclists avoiding all the horrible road works around the M11 and Addenbrookes Access Road junction on Hauxton Road. It seems that the developers can't see a good bit of PR, even when cheap and put right under their noses.

Sawston to Babraham [G]: again issues over land acquisition are delaying this off-road cycleway, and a section on to Abington seems likely to be just a 'permissive' route with little or no physical changes.

Two other schemes, funded as part of the 'Links to Schools' project, should also start soon. One is **Bottisham to Lode** [not shown], and the other is **Whittlesford to Sawston [H]**. This second was proposed as a Sustrans route some years ago, but Environment Agency rules regarding upgrading a couple of footbridges stalled the scheme. I gather some rules have been relaxed; so the route from Whittlesford to Sawston Village College via the 'Spicers' crossing (a foot bridge over the river and level crossing at the entrance to the paper works west of Sawston) is now considered viable.

Progress on Cambridge city schemes has been mentioned in more recent newsletters: **The Tins** [I] requires land to improve the off-road path; **Cherry Hinton Road [J]** and **Madingley Road** [K] with 1.5 m wide lanes one way and off-road provision the other, being developed; and **Gilbert Road [L]**, cycle lanes in doubt.

Jim Chisholm and David Earl



20 mph in Portsmouth

A CTC/CycleNation conference

Portsmouth is now famous among all interested in UK transport planning for its pioneering and successful introduction of a general urban speed limit of 20 mph in March 2008. A series of speakers at the CTC/CycleNation conference held in Portsmouth on 17th April this year reviewed progress so far.

The Portsmouth scheme applies the 20 mph limit to most of the city – a total of some 1,200 streets – but not to major roads which are part of through routes. These major roads retain their previous 30 mph limit. The 20 mph roads are not traffic-calmed by speed humps, cushions or raised tables or by landscaped speed reduction measures. All that has been done is to put up 20 mph signs. The effect has been striking. Where mean speeds were previously above 24 mph, an average reduction of 7 mph has been achieved. On the many streets where mean speeds were previously below 24 mph, obviously very much smaller reductions have been achieved.

All reductions, even very small reductions, in mean speed are worthwhile. Small increases in speed cause large increases in the frequency and severity of injuries caused to pedestrians and cyclists hit by motor vehicles. Someone hit at 30 mph is about ten times more likely to be killed than someone hit at 20 mph and even very much smaller speed reductions markedly diminish the risk of injury and death. In Portsmouth, casualty

Where mean speeds were previously above 24 mph, an average reduction of 7 mph has been achieved

figures since the introduction of the 20 mph scheme point to injury reductions, especially for children and the elderly, but it is still too early for statistically significant figures.

We were told that before the introduction of the 20 mph scheme in Portsmouth much preparatory work was done. The police were initially doubtful but were gradually won over by extensive consultation and discussion. Neighbourhood forums, residents' associations and other community groups were actively recruited. The scheme is popular and those opposed are now a small minority. Council officers told us that their aim is to make speeding in residential areas as unacceptable as drink driving. Disappointingly there is no evidence yet of

modal shift, i.e. of reduction in car use or increase in walking and cycling.

The Department for Transport has recently issued draft guidance to local authorities supporting the introduction of 20 mph limits. The aim is to encourage 20 mph limits in residential areas and other urban streets which are heavily used by pedestrians and cyclists.

Cambridge has, of course, exceptionally high figures for both pedestrian and cyclist movements and is a strikingly suitable candidate for a large-scale 20 mph scheme. So far moves towards 20 mph in more areas outside the historic city centre have been tentative. Just designating lengths of road close to schools, playgrounds etc. as subject to 20 mph limits is not the answer. The challenge will be to apply the DfT guidance, when it becomes fully approved and when the police support it, to very wide areas of Cambridge, ideally the whole city with the possible exception, as in Portsmouth, of major through roads. In Cambridge, with its culture of walking and cycling, the likelihood of modal shift away from car usage towards more walking and cycling for short journeys seems to me to be greater than in Portsmouth.

The scheme is popular and those opposed are now a small minority. Council officers told us that their aim is to make speeding in residential areas as unacceptable as drink driving

James Woodburn

Monthly Meetings Menu

Our monthly meetings are open to all, and take place on the first Tuesday of each month, at the Friends' Meeting House, Jesus Lane, at 8 pm, with refreshments and a chance to chat from 7.30 pm.

June 1

The June monthly meeting, on 1st June, will start with an Extraordinary General Meeting to consider three items. Please come along. We need you to ensure we are quorate and to take decisions on these three important matters.

1) A change to the wording of our proposed Charity Objects so that our charitable status application can proceed. At the 2008 AGM, the following Objects were approved:

'to promote cycling for the public benefit in and around Cambridge as a means of furthering the following charitable purposes:
i. the promotion of public health,
ii. the promotion of the conservation and protection of the environment,
iii. the promotion of public well-being, particularly on the highways,
iv. the promotion of public safety, particularly on the highways,
v. the promotion of healthy recreation in the interests of social welfare, and
vi. the advancement of education by whatever means the Trustees think fit, including the provision of cycling facilities, services, training, educational activities, and lobbying and campaigning in matters relating to cycling and other forms of transport.'

Our application was submitted in November 2009. The Charity Commission, however, are unhappy with Object (iii). The following new wording for this Object is therefore proposed for approval:

'(iii) the promotion of cycling for the public benefit, by promoting, assisting, facilitating and protecting the use of bicycles and similar vehicles on public roads and publicly accessible routes'.

2) An election to fill two vacant General Campaigner posts on the Committee. These posts are a great way to get involved in cycle campaigning, and are the least time-consuming positions on the Committee: you can get involved with campaigning on whatever particular issues you feel strongly about. Give us a call if you would like more information on being on the Committee.

3) Ratification of the interim decision of the May monthly meeting to elect Chris Dorling as our new Treasurer.

July 6 and August 3

We do not yet have any speakers arranged but watch out for further information. We shall have the usual lively discussions of issues concerning cycling and cyclists in Cambridge, followed by the usual more informal conversations in the Maypole round the corner. If you have any suggestions for speakers, do let us know.

September 7: Dr Ian Walker

We're delighted to announce that Dr Ian Walker, Travel Psychologist at Bath University, will speak at the September monthly meeting.

Ian's research looks at psychological and behavioural factors in people's road safety and travel behaviour. His road safety work looks in particular at how drivers' attention and decision-making mechanisms affect the safety of vulnerable road-user groups such as pedestrians, bicyclists, and motorcyclists. Of particular interest at the moment is how informal communication between road users affects the safety of vulnerable groups, and looking for common themes in cyclist and motorcyclist accidents.

One paper of his, *Drivers overtaking bicyclists: Objective data on the effects of riding position, helmet use, vehicle type and apparent gender*, is of particular interest to cyclists and has resulted in national publicity and debate on these issues.

Do put this date in your diary, for what promises to be an interesting evening!

City and County Council committees

Campaign members may be interested in attending **Planning Committee, Area Committee (AC)** and **Development Control Forum (DCF)** meetings, which often include cycling and walking issues.

Joint Development Control (JDC) Committee meetings, which are determining the Planning Applications relating to the major housing development proposals for the Cambridge sub-region, are also open to the public.

Cambridge Cycling Campaign studies and comments upon agendas and papers for **Cambridge Traffic Management Area Joint Committee (AJC)** meetings; these meetings are also open to the public.

Details of venue and agenda are available about a week beforehand at www.cambridge.gov.uk/democracy

JUNE 2010

Wed 2	9.30 am	Planning Committee
Wed 9	10.00 am	DCF
Thu 10	6.30 pm	North AC
Wed 16	10.00 am	JDC: Cambridge Fringes
Thu 17	7.00 pm	East AC
Wed 23	10.00 am	JDC – Cambridge Fringes – DCF
Thu 24	7.30 pm	West/Central AC
Wed 30	9.30 am	Planning Committee

JULY 2010

Wed 7	10.00 am	DCF
Thu 8	7.00 pm	South AC
Mon 12	2.00 pm	Cambridge AJC
Wed 14	10.00 am	JDC: Cambridge Fringes
Thu 15	6.30 pm	North AC
Wed 21	10.00 am	JDC – Cambridge Fringes – DCF
Wed 28	9.30 am	Planning Committee

AUGUST 2010

Wed 4	10.00 am	DCF

Campaign diary

June 2010		
Tue 1	8.00 pm	**Extraordinary General Meeting and Monthly General Meeting.** Friends' Meeting House, Jesus Lane (with tea and coffee from 7.30pm, and a chance to chat, and for us to introduce ourselves to new members).
Thu 3	5.30 pm	**Newsletter review meeting.** Grads Café on the top floor of the University Centre. Please note the date, time and venue.
Sat 12	10 am - 5 pm	**Bicycle Wheel-building Workshop.** Queen Edith Community Primary School, Godwin Way (in the Community Room). This is a practical workshop where you learn how to assemble and true strong and durable bicycle wheels. David Green teaches you how to build 'standard' (36 spoke cross-3) wheels using proven wheel-building techniques based on sound principles. Numbers restricted to ensure a high teacher-student ratio. Information sheet with full details at www.camcycle.org.uk/jumpto/nl90wheel .
Sat 12 & Sun 13	10 am - 6 pm	**Bike Fair on Parker's Piece.** Try out the cycle scaletrix, watch a movie at the cycle cinema and enjoy a free pedal-powered fruit smoothie at the Blendavenda bar. There will be free advice on cycle training, security and basic bike maintenance along with free bike goodies. A Bike Week event organised by Cycle Cambridge.
Tue 15	9.45 am	**County Council Cabinet Meeting** at Shire Hall, Castle Hill, to decide on Gilbert Road proposals. Please come to show support.
Wed 16	6 - 8pm	**Unusual history bike tour around Cambridge.** Departs from outside the Guildhall. Discover the real Cambridge with local historian and Blue Badge Tour Guide Allan Brigham. Cycle past history through Cambridge's unique green spaces from the Market Square to Cherry Hinton Hall. Cost: £3 (accompanied children under 14 go free). Tickets available from the Cambridge Tourist Information Centre, Peas Hill.
Sat 19	10 am - 4 pm	**Dust off your bike.** Meadows Community Centre, St Catharine's Road, Arbury. Free bicycle repairs, maintenance, workshops and children's activities. A Bike Week event organised by Cycle Cambridge and Outspoken.
Sun 20	2.30 pm	**Ride for Joy 2: the fashion ride returns.** Meet at Lammas Land, Newnham. Aimed at encouraging more women and girls to cycle by showing that you can cycle in your normal clothes, so come as you prefer – stylish, casual; dressed up or down as you please. Males welcome of course. This time we will do the circuit twice as the weather will be so much nicer and it is anticipated that twice as many people will be out and about! Hoping to double the figure we attracted last time (which was 50). The ride will pass around and through the city centre and across Parker's Piece. Wear something bright or light coloured. Free event - all welcome. Please contact Sally Guyer at contact@camcycle.org.uk if you are able to help with the publicising or organising of this event.
Fri 25	6 – 8 pm	**Unusual history bike tour around Cambridge.** As Wed 16.
July 2010		
Sun 4		**Newsletter 91 deadline**. Please send copy to Monica Frisch: newsletter-articles@camcycle.org.uk . Members are warmly invited to write articles (style guidelines available) and are invited to contact the Editor in the first instance.
Tue 6	8.00pm	**Monthly General Meeting**. Friends' Meeting House, Jesus Lane. See 1 June for details.
Sun 18	2.30pm	**Ride for Joy 3: the fashion ride returns.** For details see 20 June.
Thu 29	7.30pm	**Newsletter stuffing** at Baby Milk Action offices, 34 Trumpington Street. Help very much welcomed.
August 2010		
Tue 3	8.00pm	**Monthly General Meeting.** Friends' Meeting House, Jesus Lane. See 1 June for details.
Thu 5	5.30pm	**Newsletter review meeting.** Grads Café, University Centre, Mill Lane.
Mon 16	from 7pm	**Social gathering.** Join us for a social gathering at CB2 café, 5-7 Norfolk Street

Cycle rides

The Cambridge group of the CTC organises a range of rides including Saturday morning introductory rides, twice a month except in the winter. These are their shortest and easiest rides and are intended to be suitable for everyone.

Rides start at 10.00 am at Brookside and cover about 15-20 miles at a gentle pace, stopping for refreshments at a café along the way. Anyone able to cycle around Cambridge should be fine on these rides. See www.ctc-cambridge.org.uk for details.

Stolen

A Batavus women's bike was stolen from a backyard in Brampton Road, Cambridge overnight 12/13 May. It is a very metallic-looking greyish light blue, with some purple/pink stripes around the central part of the frame, a completely encased chain, integral luggage rack and wired in lights. Front light recently rewired, with red tape visible around that part of the wiring. On the back of the bike is a half-removed official label with the name of the bike store in the Netherlands where it was bought sixteen years ago *(Podt)*. That has been on there so long and is so old and scuffed that it's either still there, or very obviously painted over. If anyone sees this bike anywhere, or sees it advertised for sale, please let us know via contact@camcycle.org.uk

YOUR STREETS THIS MONTH

Cherry Hinton Road: shared-use pavement obstruction

We have previously drawn attention to a troublesome and unnecessary partial blockage of the shared-use pavement along Cherry Hinton Road close to the Cowper Road side road (see *Newsletter 86*). What happened was that the pedestrian crossing on Cherry Hinton Road was refurbished last year and two control boxes for the crossing, one large and one small, were installed by the County Council in positions where they obstruct the shared-use pavement. To make matters worse, the obstruction is precisely at the point where people, often elderly, are waiting for the traffic lights to change so that they can use the pedestrian crossing. Pedestrian-cyclist conflict has been created by bad design.

Local councillors have been helpful in taking the matter up on our behalf and Councillor Tariq Sadiq has now told us that the owner of the forecourt of Boots Pharmacy has agreed to allow the control boxes to be moved to the forecourt where they will cause no obstruction. We await news as to whether Boots will also agree.

There is another troublesome obstruction of this same shared-use pavement close to the roundabout where Cherry Hinton Road joins Perne Road. Vehicles regularly park on the pavement here. Elsewhere on this shared-use pavement action is taken against pavement parking but not here. The reason seems to be that there are no double yellow lines on Cherry Hinton Road at this point, making enforcement action more difficult. Pavements shared by pedestrians and cyclists are problematical anyway and obstructing them with parked cars greatly increases the difficulties for both pedestrians and cyclists.

This van is often parked on the shared-use pavement on Cherry Hinton Road near the junction with Perne Road.

Hills Road bridge: roadworks

Roadworks for the new Cambridge Gateway road into the station, a new layout for the Brooklands Avenue junction, and cycle lanes over Hills Road bridge are due to start shortly. It is expected that the bridge will be reduced to a single narrow lane during the school holidays to enable the changes over the bridge.

Work should be complete by the end of September. The complex work on the bridge is taking out the central reservation.

We described the scheme in *Newsletters 86, 87 and 89*, but just to recap briefly: on both sides of the bridge there will be cycle lanes (wider than we are used to – 2.1 m) up the bridge. At the top, if you are going straight on, you will move into the middle at an island and then join a 2.1 m cycle lane between the left-turn and straight-on traffic lanes. Motor traffic has to cross your lane just after the summit. Cyclists turning left will just use the left-turn lane. There are advanced stop lines at the junction at each end of the bridge replacing the separate phase of the traffic signals for cycles.

At the Cherry Hinton Road end, you can still bypass the lights if you are turning left. On the Brooklands Avenue side, there is a toucan crossing half way down the bridge giving access to and from additional access to the station and the busway cycle path to Trumpington.

Police fines for cycle lane obstruction

In spite of the frequency and visibility of the offence, a Freedom of Information request has revealed that only *five* motorists were fined (£30 each) in Cambridge between 1 January and 31 March 2010 for obstructing cycle lanes. Four of these offences were in Regent Street and one in Emmanuel Street.

Coleridge Road: double yellow lines

Double yellow lines have been installed in Coleridge Road at the former school site, removing the obstacle for cyclists of parked cars and traffic queuing.

Let there be light

Solar studs (like the ones on the path south of Addenbrookes) are currently being installed on the dark section of Newmarket Road between the Park & Ride site and the Quy tunnel under the A14.

Roads repaired

At least some of the damage wrought by last winter's harsh weather is being put right more comprehensively now than just by poor-quality hole-filling. Chesterton High Street (*below*) and parts of Mill Road have been completely resurfaced and large patches of road near Cherry Hinton Church which had very large and deep potholes have been cut out and re-laid.